

author appears anywhere in the story; but in dismissing the following explanation, I am sure that every man connected with either company would repel the dishonoring suggestion.

the Government granted Congressional legislation than any one of Arkansas some the ten thousand similar transac-

thin its own limits, to be the construction of railroads. The Legislature of Arkansas created the Little Rock and Railroad Company the same year, and gave the company a portion of the money it had received from the government to aid in the construction of the road, about 5,000 acres of land. It is hard to think; but the company raises any money for the road they made strenuous efforts to get, and that are constantly occurring in the business world. Of a like character with the insinuations just answered is that which charges the company an irresponsible and anonymous attempt to connect the ownership of the Little Rock & Ft. Smith bonds with the legislation of last winter respecting the State government of Arkansas. There are some accusations which it is difficult to repel with sufficient force because of their mixture of ABSURDITY, DEPRAVITY, AND CALLENTY.

At the war broke out in 1861, after the State had seceded from the company, not a dollar was built. Of course no work was done during the war. After the war, the agents of the company, who were in the room of 1885 and 1886, the Rock & Fort Smith received a grant from the government to try to raise the money to build the road. The years 1865, 1866 and 1867, without their getting any money, towards the close of 1867, Boston gentlemen, who were considerable capitalists, began raising the money, and they then closed the road, and then closed the haulage of

the New England market of 1869, offering them on seemed very favorable to and offering them at a statements of this kind were

In common with hun- people in New England of the country, I bought bonds—not a very large g for them at precisely uthers paid, and do not e little Rock Company, which lled by highly honorable a with a bond to any per- he regular price fixed for e enterprise, though ap- ssing, proved to be a project money. I lost a considera- over \$200,000—by my

Atlantic & Pacific, or the Missouri, Kan- sas & Texas Railroad; that not a single dollar of money from either of the companies ever went to my profit or loss.

Third—That instead of receiving the bonds of the Little Rock & Fort Smith Railroad as a gratuity, I never had one.

EXCEPT AT THE REGULAR MARKET PRICE, and that instead of making a large fortune out of that company I have incurred a loss of \$200,000, and have invested my money in its securities, which I still retain and out of such affairs as this grows the popular gossip of large fortunes amassed in Congress. I can hardly expect, Mr. Speaker, that any statement from me will stop the work of those who have so industriously circulated these calumnies.

I presume New England has a total of \$2,000,000 in cash and bonds for Arkansas, as she has received \$1,000,000 by similar ventures in the West and South within the last few years. I am united with others in the belief that the use of money for the compensation of first financial troubles, is the worst thing now pending in the country. I am now in the Court in Arkansas, to testify in support of the party for reimbursement of the bonds purchased on the bonds of the company. I was recalled to the company, as was I exchanged them for the new in the concern, which was a whole connection with me as an agent as day. If anything to conceal about

have touched it. When it is desirable avoidance is advisable, and do not fail to apply to the honor of a business transaction, of property involved in Congress holding an ink, it must remembered are granted to the State of not to the railroad company the company derived its funds stands wholly from the State, and not to I purchased the bonds Congress has passed in any the subject, and that rectify a previous mistake on. I take it that any Government bonds to town and public sale to the State. Every American citizen should include a

from the investment on it in some secondary or legislation of Congress affect the value of the article exclude every man on this from holding a government in a National Bank, but being a flock of sheep, or a flock of swine, or a flock of asses, or an iron furnace, for all are actually affected by action on which we vote and of which an important even now pending in the of the Whole. In the thirty years since the Smith bonds have been placed in the hands of the people, investments have been affected by the legislation, but this case does not imbedded by any such com- prehend that the Little

McKay's name with alleged irregularities in the Navy Yard matter.

Marine Intelligence.

PHILADELPHIA, April 24.—Arrived Steamship Illinois, from Liverpool.

NEW YORK, April 24.—Arrived—Ship Switzerland, from Antwerp, and Adriatic from Liverpool.

[NASHVILLE, April 24.—River falling with 44 feet on the shoals. Arrived—Silverthorne, Evansville; B. H. Cooke, Keokuk; Imbelle; Bermuda, Cairo. Departed—Bermuda and Silverthorne, Evansville.

—Ex-Governor Archibald Dixon, Kentucky, died at his house in Henderson, Ky., last night at 12 o'clock, of the result of the brain fever to which he was subject for some time. He was born in 1852, and was a full part of the time of his death.

both of these roads the Little Rock & Fort of very great importance. In the spring of 1871, when it had been passed by the company on one series of its passed on the other, and the hanging loops of the road again, the Atlantic company took \$100,000 of \$100,000 of its stock and a sum of \$79,000 in Missouri, Kansas and elsewhere correctly took at the same rate. This for the corporation itself the great large engagement of the road. We are circumventing the negotiation with Pacific Road. I was en- with several of its

He had well acquainted negotiations with the Monarchs; though I never saw any of his officers. I had an interview with one of them, but in case of a road I desire to say I belong to me, I have

ONE DOLLAR'S interest in the whole transaction company. The infamous road in certain quarters that I use my influence in Connecticut & Pacific Railroad, Missouri, Kansas & Texas, and in the purchasing hardly merits notice. The directors of both companies have known and heard of the noted, honorable gentleman would have justly from their presence had

THE MAIL NON-RESIDENT DEFENDANTS will be called upon in the suit case on the 26th day of May, if they do not appear they may make their own interests in the defense of the said suit.

ROBT. B. WOODS,
Clerk of the said Court.

April 18, 1876.

The said defendants will take notice that on the 26th day of May, 1876, between the hours of 10 o'clock and 12 o'clock, at the Court room from day to day, until completed, at the law office of Daniel Peck, 106 1/2 Cass street, in the city of Chicago, Ill., the said defendants will be called upon to make the depositions of the plaintiffs in this case, and of Wm. J. Richardson, Charles J. Peck, and John J. Peck, in the said suit in defence on the hearing of this case.

DANIEL PECK,
Solicitor for the Plaintiffs.

April 18, 1876. atty-in-c

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Reliable Vegetable and Flower Seeds, Fit

able to submit an honorable and mutually beneficial arrangement, and I should have loved to have my wife's sake had I bartered my life for it, and official honor in the